1.	**VESSEL DESCRIPTION**			
1.1	Date updated:	Jul 30, 2012		
1.2	Vessel's name:	Eagle Kangar		
1.3	IMO number:	9417024		
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable		
1.5	Date delivered:	Jun 22, 2010		
1.6	Builder (where built):	TSUNEISHI SHIPBUILDING CO. TADOTSU		
1.7	Flag:	Singapore		
1.8	Port of Registry:	SINGAPORE		
1.9	Call sign:	9V8472		
1.10	Vessel's satcom phone number:	870 773 183 408		
	Vessel's fax number:	783183052		
	Vessel's telex number:	456375911		
	Vessel's email address:	eagle.kangar@aet-tankers.com		
1.11	Type of vessel:	Oil Tanker		
1.12	Type of hull:	Double Hull		
Classification				
1.13	Classification society:	Lloyds Register		
1.14	Class notation:	+1001 A1 Double Hull Oil Tanker, ESP,CSR,LMC*IV,UMS		
1.15	If Classification society changed, name of previous society:	N/A		
1.16	If Classification society changed, date of change:			
1.17	IMO type, if applicable:	N/A		
1.18	Does the vessel have ice class? If yes, state what level:	No ,		
1.19	Date / place of last dry-dock:	Not Applicable	new build	
1.20	Date next dry dock due	Jun 21, 2015		
1.21	Date of last special survey / next survey due:	Not Applicable	Jun 21, 2015	
1.22	Date of last annual survey:	Jun 21, 2015		
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	(NA)		
1.24	Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date?	N/A		
Dimensions				
1.25	Length Over All (LOA):			243.8 m
1.26	Length Between Perpendiculars (LBP):			237 m
1.27	Extreme breadth (Beam):			42.032 m
1.28	Moulded depth:			21.3 m
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		49.30 m	0 m
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		121.25 m	122.55 m
1.31	Distance bridge front to center of manifold:			85.63 m
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	67.84 m	69.15 m	69.15 m
	Aft to mid-point manifold:	36.24 m	42.76 m	57 m
	Parallel body length:	104.08 m	111.91 m	126.51 m
1.33	FWA at summer draft / TPC immersion at summer draft:		330 mm	95.21 MT
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		46.880 m	0.000 m
	Normal ballast:		41.26 m	0.000 m
	At loaded summer deadweight:		34.722 m	0.000 m
Tonnages				
1.35	Net Tonnage:		32114	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		60379	47691
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		61666.83	57581.32

1.38	Panama Canal Net Tonnage (PCNT):				

Loadline Information

1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.766 m	14.578 m	107481 MT	125524 MT
	Winter:	7.069 m	14.275 m	104598 MT	122641 MT
	Tropical:	6.463 m	14.881 m	110367 MT	128410 MT
	Lightship:	18.924 m	2.42 m		18043 MT
	Normal Ballast Condition:	13.304 m	8.04 m	46.396 MT	64439 MT

1.40	Does vessel have multiple SDWT?	Yes
1.41	If yes, what is the maximum assigned deadweight?	107481 MT

Ownership and Operation

1.42	Registered owner - Full style:	AET INC LTD AET INC LTD. Cumberland House 9th Floor, 1 Victoria Street, Hamilton HM 11, Bermuda Tel: +1-832-615-2000 Fax: +1-713-622-2256 Email: 'aet-ops@aet-tankers.com' Company IMO#: 1584384
1.43	Technical operator - Full style:	AET Shipmanagement (Singapore) Pte Ltd AET Shipmanagement (Singapore) Pte. Ltd, 1 Harbour Front Avenue, # 11-02 Keppel Bay Tower Singapore 098632 Tel: +65-61002288 Fax: +65-62760735 Telex: RS 20155 AET Email: Team-Atl@aet-tankers.com Web: aet-tankers.com Company IMO#: 5034289
1.44	Commercial operator - Full style:	AET INC .LTD 1900 WEST LOOP SOUTH, SUITE 920,HOUSTON TEXAS 77027 U.S.A. Tel: +1 832 615 2013 Fax: +44 20 7538 8383 Email: aet-ops@aet-tankers.com
1.45	Disponent owner - Full style:	N/A

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Jun 22, 2010	Jun 24, 2011	Jun 21, 2015
2.2	Safety Radio Certificate:	Jun 22, 2010	Jun 24, 2011	Jun 21, 2015
2.3	Safety Construction Certificate:	Jun 22, 2010	Jun 24, 2011	Jun 21, 2015
2.4	Loadline Certificate:	Jun 22, 2010	Jun 24, 2011	Jun 21, 2015
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jan 05, 2011	Jun 24, 2011	Jun 21, 2015
2.6	Safety Management Certificate (SMC):	Dec 10, 2010		Dec 09, 2015
2.7	Document of Compliance (DOC):	Jun 23, 2011	Not Applicable	Jul 01, 2013
2.8	USCG (specify: COC, LOC or COI): COC	Feb 08, 2011	Not Applicable	Feb 08, 2013
2.9	Civil Liability Convention Certificate (CLC):	Feb 03, 2012		Feb 20, 2013
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 03, 2012		Feb 20, 2013
2.11	U.S. Certificate of Financial Responsibility (COFR):	Jun 28, 2010		Apr 20, 2013
2.12	Certificate of Fitness (Chemicals):			
2.13	Certificate of Fitness (Gas):			
2.14	Certificate of Class:	Jan 05, 2011	Jun 21, 2015	Jun 21, 2015
2.15	International Ship Security Certificate (ISSC):	Dec 10, 2010		Dec 09, 2015
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jun 24, 2011		Jun 21, 2015
2.17	International Air Pollution Prevention Certificate (IAPP):	Jun 24, 2011	Jun 24, 2011	Jun 21, 2015

Documentation

2.18	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:	Yes

2.19	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:	Yes
3.	**CREW MANAGEMENT**	
3.1	Nationality of Master:	Indian
3.2	Nationality of Officers:	Malaysian, Chinese, Indian, Bangladeshi, Filipino, Ghanaian, Ukrainian
3.3	Nationality of Crew:	Filipino, Malaysian, Singaporean
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Vessel Operator Not Applicable Crew:
3.5	What is the common working language onboard:	English
3.6	Do officers speak and understand English:	Yes
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	N/A
4.	**HELICOPTERS**	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	Yes
4.2	If Yes, state whether winching or landing area provided:	Landing
5.	**FOR USA CALLS**	
5.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter:	Yes
5.2	Qualified individual (QI) - Full style:	Galaghar Marine Systems 200Century Parkway, Suite D Mt.Laurel, NJ 08054 Tel: +1 703 683 4700 Fax: +1 856 642 3945 Email: info@chgms.com
5.3	Oil Spill Response Organization (OSRO) -Full style:	Marine Spill Responce Corporation 220 Spring Street, Suite 500, Herdon, VA 20170 Tel: +17324170175 Fax: +17324170097 Email: AMPD@MRSC.ORG
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	Yes
6.	**CARGO AND BALLAST HANDLING**	
Double Hull Vessels		
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	Yes
6.2	If Yes, is bulkhead solid or perforated:	Solid
Cargo Tank Capacities		
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 40623.4 m3 (1W , 4 W, SL-S) Seg#2: 41623 m3 (2W, 5W) Seg#3: 42700.5 m3 (3W, 6W SL-P)
6.4	Total cubic capacity (98%, excluding slop tanks):	121064.600 m3
6.5	Slop tank(s) capacity (98%):	3902.400 m3
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	m3
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT
SBT Vessels		
6.8	What is total capacity of SBT?	42017 m3
6.9	What percentage of SDWT can vessel maintain with SBT only:	40 %
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	Yes
Cargo Handling		
6.11	How many grades/products can vessel load/discharge with double valve segregation:	3
6.12	Maximum loading rate for homogenous cargo per manifold connection:	3949 m3/hr
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	11847 m3/hr

6.14	Are there any cargo tank filling restrictions. If yes, please specify:		No	
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	3	Centrifugal	3000 M3/HR
	Stripping:	1	Reciprocating	200 m3/hr
	Eductors:	1	Other	450 m3/hr
	Ballast:	2	Centrifugal	1800 m3/hr
6.16	How many cargo pumps can be run simultaneously at full capacity:		3	
Cargo Control Room				
6.17	Is ship fitted with a Cargo Control Room (CCR):		Yes	
6.18	Can tank innage / ullage be read from the CCR:		Yes	
Gauging and Sampling				
6.19	Can ship operate under closed conditions in accordance with ISGOTT:		Yes	
6.20	What type of fixed closed tank gauging system is fitted:		Radar	
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:		ALL COT	
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:		Yes	
6.23	Number/size of VRS manifolds (per side):		2	400 mm
Venting				
6.24	State what type of venting system is fitted:		Common Line	
Cargo Manifolds				
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':		Yes	
6.26	What is the number of cargo connections per side:		3	
6.27	What is the size of cargo connections:			400 mm
6.28	What is the material of the manifold:		STEEL	
Manifold Arrangement				
6.29	Distance between cargo manifold centers:			2500 mm
6.30	Distance ships rail to manifold:			4600 mm
6.31	Distance manifold to ships side:			4600 mm
6.32	Top of rail to center of manifold:			700 mm
6.33	Distance main deck to center of manifold:			2075 mm
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:		15.379 m	8.841 m
6.35	Number / size reducers:		3 x 400/200mm (16/8") 3 x 400/250mm (16/10") 3 x 400/300mm (16/12")	
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:		No	
6.37	If stern manifold fitted, state size:			mm
Cargo Heating				
6.38	Type of cargo heating system?		STEAM	
6.39	If fitted, are all tanks coiled?		Yes	
6.40	If fitted, what is the material of the heating coils:		Stainless Steel	
6.41	Maximum temperature cargo can be loaded/maintained:		66.0 °C / 150.8 °F	66 °C / 150.8 °F
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	PURE EPOXY	CROWN 2.0M & TANK BOTTOM
	Ballast tanks:	Yes	PURE EPOXY	Whole Tank
	Slop tanks:	Yes	PURE EPOXY	Whole Tank
6.43	If fitted, what type of anodes are used:		Zinc	

7.	**INERT GAS AND CRUDE OIL WASHING**	

7.1	Is an Inert Gas System (IGS) fitted:	Yes
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	Flue Gas
7.3	Is a Crude Oil Washing (COW) installation fitted:	Yes

8. MOORING

8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	36 mm	ISWR	250 m	85 MT
	Main deck fwd:	4	36 mm	ISWR	250 m	85 MT
	Main deck aft:	2	36 mm	ISWR	250 m	85 MT
	Poop deck:	6	36 mm	ISWR	250 m	85 MT
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	80 mm	NYLON	11 m	120 MT
	Main deck fwd:	4	80 mm	NYLON	11 m	120 MT
	Main deck aft:	2	80 mm	NYLON	11 m	120 MT
	Poop deck:	6	80 mm	NYLON	11 m	120 MT
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	80 mm	BRID	220 m	85 MT
	Main deck fwd:		mm		m	MT
	Main deck aft:	1	80 mm	BRID	220 m	85 MT
	Poop deck:	2	80 mm	BRID	220 m	85 MT

8.5	Mooring winches	No.	# Drums	Brake Capacity
	Forecastle:	4	Double Drums	44 MT
	Main deck fwd:	4	Double Drums	44 MT
	Main deck aft:	2	Double Drums	44 MT
	Poop deck:	6	Double Drums	44 MT
8.6	Mooring bitts		No.	SWL
	Forecastle:		4	92 MT
	Main deck fwd:		6	92 MT
	Main deck aft:		4	92 MT
	Poop deck:		4	92 MT
8.7	Closed chocks and/or fairleads of enclosed type		No.	SWL
	Forecastle:		8	85 MT
	Main deck fwd:		14	85 MT
	Main deck aft:		8	85 MT
	Poop deck:		13	85 MT

Emergency Towing System

8.8	Type / SWL of Emergency Towing system forward:	TONGUE	250 MT
8.9	Type / SWL of Emergency Towing system aft:	KETA-40A .	200 MT

Anchors

8.10	Number of shackles on port cable:	13
8.11	Number of shackles on starboard cable:	13

Escort Tug

8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	200 MT	360
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		200 MT

Bow/Stern Thruster

8.14	What is brake horse power of bow thruster (if fitted):	bhp	0 Kw

8.15	What is brake horse power of stern thruster (if fitted):	bhp	0 Kw
Single Point Mooring (SPM) Equipment			
8.16	Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)':	Yes	
8.17	Is vessel fitted with chain stopper(s):	Yes	
8.18	How many chain stopper(s) are fitted:	2	
8.19	State type of chain stopper(s) fitted:	TONGUE TYPE	
8.20	Safe Working Load (SWL) of chain stopper(s):	250 MT	
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	76 mm	
8.22	Distance between the bow fairlead and chain stopper/bracket:	3000 mm	
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	Yes	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 15 Tonnes MIDSHIP	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	5 m	
Ship To Ship Transfer (STS)			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquified Gas, as applicable):	Yes	

9.	**MISCELLANEOUS**		
Engine Room			
9.1	What type of fuel is used for main propulsion?	HO 380 CST	
9.2	What type of fuel is used in the generating plant?	HO 380 CST	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	3721.500 m3	289.800 m3 0.000 m3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	
Insurance			
9.5	P & I Club - Full Style:	GARD GARD P&I (Bermuda Ltd) Servicebox 600, NO-4809 ARENDAL, NORWAY Tel: +47 37 01 91 00 Fax: +47 37 02 48 10 Web: www.gard.no	
9.6	P & I Club coverage - pollution liability coverage:	1000000000 US$	
Port State Control			
9.7	Date and place of last Port State Control inspection:	Jan 29, 2012 / Texas City	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:	N/A	
Recent Operational History			
9.10	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:	Pollution: No , Grounding: Yes , 4/27/12 Vessel has smelt bottom outbound Mississippi river in ballast and has come clear on own power Serious casualty: No , Collision: No ,	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Contact owner for details	
Vetting			
9.12	Date/Place of last SIRE Inspection:	Jul 28, 2012 / Chalmette	
9.13	Date/Place of last CDI Inspection:	N/A	
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: **Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.*	Contact owner for details.	